

January 14th, 2009

DRAFT FOR REVIEW AND COMMENT; will be submitted as addressed below upon finalization after the public comment period.

Administrator
Federal Transit Administration
1200 New Jersey Ave SE, Room E54-427
Washington DC 20590

Subject: Pre-Request (draft for review and comment) for ramp side barriers equivalent facilitation

Dear Administrator,

The Utah Transit Authority is submitting this application for a determination of equivalent facilitation for two inch side barriers required on light rail vehicle (LRV) ramps. UTA has ordered new low floor vehicles with deployable boarding ramps. This modification is to accommodate these ramps. This request is similar to one approved in 1994 for the Portland light rail system. The following are the requirements for application as listed in the 10-1-07 edition of 49 CFR part 37 section 38.9; and UTA's fulfillment of those requirements:

(d) (1) *For purposes of implementing the equivalent facilitation provision in ADA Chapter 1, Section 103, of Appendix B to 36 CFR part 1191, the following parties may submit to the Administrator of the applicable operating administration a request for a determination of equivalent facilitation:*

(i) *(A) A public or private entity that provides transportation facilities subject to the provisions of subpart C of this part,*

UTA is a public organization whose transportation facilities must comply with the ADA requirements as listed in subpart C, and is therefore able to request a determination of equivalent facilitation as outlined here and in ADA chapter 1.

(d) (2) *The requesting party shall provide the following information with its request:*

(i) *Entity name, address, contact person and telephone;*

Utah Transit Authority (UTA); 669 West 200 South, Salt Lake City UT 84101,
E. Gregory Thorpe, PE (801) 741-8811

(ii) *Specific provision(s) of Appendices B and D to 36 CFR part 1191 or Appendix A to this part concerning which the entity is seeking a determination of equivalent facilitation.*

UTA is seeking a determination for 36 CFR part 1192.83 paragraph (c)(4);

“Ramp Barriers. Each side of the ramp or bridge plate shall have barriers at least 2 inches high to prevent mobility aid wheels from slipping off.”

(iv) *Alternative method of compliance, with demonstration of how the alternative meets or exceeds the level of accessibility or usability provided in Appendices B and D to 36 CFR part 1191 or Appendix A to this part;*

The purpose of ramp barriers is to prevent mobility aids from slipping off the side of the ramp. Engineering difficulties related mainly to the available ramp storage area make barriers on retractable ramps impractical. Five points support the equivalence of the proposed design with having the ramp barriers.

The length of a typical manually propelled wheelchair's wheelbase is 24 inches. Powered wheelchairs and transport wheelchairs typically have longer wheelbases. The length of the ramp from the platform to the door opening is 22 ¼ inches. This shorter ramp length decreases the likelihood of wheels veering toward the ramp edges; as the front wheels will have reached the doors before the rear wheels have left the platform and visa versa.

Similar Ramp Use in San Diego

Ramp Deploying



Ramp Deployed



Ramp Fully Deployed



Ramp Being Used



In addition to the band of color required across the width of the thresholds, a band of highly contrasting color will be included on the ramp edges. Per UTA's Committee on Accessible Transportation (CAT), these bands will be approximately 2 inches wide. Designers are exploring the possibility of the bands being of a different texture than the main ramp surface. This will cue passengers of the edges of the ramp.

Members of UTA's CAT expressed concern about the small area below the threshold of the door that does not have ramp underneath. At the committee's recommendation, the high contrast strips on the inside of the train will outline the actual width of the ramp on the exterior of the train. UTA and Siemens are designing this strip as shown in the concept below. This will help direct users onto the middle of the ramp, keeping mobility aids further from the edge.



During discussions with the CAT planning subcommittee, UTA's ADA compliance office asked if additional signage could be included at the doors instructing passengers to let those with disabilities board first. Audible announcements from the train or platform were also discussed. The ADA compliance office will coordinate with UTA's vehicle procurement team, and UTA operations to achieve the best mix of signs and announcements. As passengers let those with disabilities board first at the ramps, those using the ramps will have more time and space to align their mobility aids. This will result in reduced chance of aid devices slipping off the ramp edges.

Per 36 CFR part 1192.83 paragraph (c)(2), the required minimum width of a ramp into a light rail vehicle is 30". The ramps proposed on the UTA vehicles are 36" wide, giving three additional inches of maneuvering space on each side of the minimum required ramp. This CAT made a recommendation that the

width of the ramp be maximized. This is as wide as the ramp can be made given the specifications of the ramp housing being located inside the vehicle and maintained or replaced through the door.

Given the short length of the ramp, the highly contrasting color along the sides of the ramp, the extra width on each side, additional signage and announcements and the directing strips inside the vehicle; the proposed ramp is equivalent to a ramp with the 2 inch side barriers.

(v) Documentation of the public participation used in developing an alternative method of compliance.

Section (d)(3) details what public involvement is required. These requirements and the documentation of the participation are detailed below.

- (d) (3) *In the case of a request by a public entity that provides transportation facilities (including an airport operator), or a request by an air carrier with respect to airport facilities, the required public participation shall include the following:*
- (i) *The entity shall contact individuals with disabilities and groups representing them in the community. Consultation with these individuals and groups shall take place at all stages of the development of the request for equivalent facilitation. All documents and other information concerning the request shall be available, upon request, to Department of Transportation officials and members of the public.*

Utah Transit Authority (UTA) has created a citizen advisory group called the Committee on Accessible Transportation or CAT, which was utilized for consultation on this request. The purpose of the CAT is to provide an ongoing opportunity to advise UTA on accessibility issues related to facilities, service, equipment, plans and programs to assure non-discrimination for qualified people with disabilities. The CAT is established through a charter by the UTA Board of Trustees. Details on the organization of the CAT are included in Attachment A.

During development of the 'Utah Transit Authority Light Rail Station and Vehicle Access Plan' dated November 15th, 2007; the Mid Jordan project team met with an Ad Hoc committee made up of community representatives and of CAT members on August 30th, 2007, and October 12th, 2007. The issues of boarding the light rail vehicles as UTA's system expands and as low floor vehicles are brought online were discussed, among which was discussion of using deployable ramps to access the vehicles and the need for smoothing the landing area for the ramp. Consensus for the Vehicle Access Plan was expressed at these meetings. The key points of this plan were then presented to the entire CAT on November 12, 2007; where support for the plan was again expressed after committee member's questions were answered.

The project team specifically coordinated the request for a determination of equivalent facilitation on the 2 inch barriers to the CAT on the following dates:

- 10/30/08 CAT Planning Subcommittee. Staff presented their initial ideas about equivalency and heard recommendations from subcommittee members for additional measures.

- 11/10/08 CAT. Staff and the Planning Subcommittee presented progress to the full CAT, who suggested the subcommittee and staff study the issues further.
- 11/24/08 CAT Planning Subcommittee. Progress on measures brought up in the last two meetings was discussed. Subcommittee members made specific motions and recommendations to pass on to the full CAT.
- 12/08/08 CAT. Recommendations from the Planning Subcommittee were presented to the CAT, and staff reported on progress and feasibility of these recommendations.
- 01/10/09 CAT made a motion that the planning subcommittee recommendations be made official. These recommendations support the finding of equivalent facilitation by including four of the five points described above.

Notice of this request was specifically sent to 25 entities/individuals that serve individuals with disabilities. This notice included an invitation to have each of these organizations coordinate their comments and concerns with UTA. They were also invited to attend the public hearing detailed below and another community meeting that will be held at the Utah Independent Living Center on January 29th, 2009. UTA staff will present the request, using graphics to demonstrate what is being proposed. Questions and comments on the proposal will be discussed, and input will be considered.

On 11/03/08 a similar meeting was held at the Utah Center for the Blind regarding UTA's separate request for equivalent facilitation on detectable warning strips. The issue of no side barriers was also presented. Those present generally had no concern about the removal of side barriers as this does not affect detection of the ramp edge.

(ii) The entity shall make its proposed request available for public comment before the request is made final or transmitted to DOT. In making the request available for public review, the entity shall ensure that it is available, upon request, in accessible formats.

This document is available for public review and comment. Its availability will be published with the notice for the public hearing which is detailed below. This notice will be published on or before January 18, 2009 and comments will be accepted until February 9, 2009; when UTA will finalize the request for equivalent facilitation and submit it to DOT. The document will be available on the UTA website (linked from the above mentioned notice), at the front desk of UTA's main facility, and in accessible formats upon request.

(iii) The entity shall sponsor at least one public hearing on the request and shall provide adequate notice of the hearing, including advertisement in appropriate media, such as newspapers of general and special interest circulation and radio announcements.

A public hearing will be held on February 3rd, 2009. The meeting and its notice will meet the State of Utah requirements for notice of public hearings. The notice will be posted in newspapers of general interest, the state's public notice web site, on UTA's website, and in other required public areas on or before January 18,

2009. In addition, the notice and the proposal will be sent to disability groups in the area that might not participate in UTA's CAT. These groups will be invited to the public hearing, and to coordinate separately with UTA staff as requested. As mentioned above, a supplemental meeting with the Utah Independent Living Center is scheduled to take place before the public hearing.

On February 3rd, the public hearing will start at 6 pm. It will be held at the Salt Lake City main library which is accessible by transit. The hearing will be conducted in an open house style, with a presentation given twice, once at 6:00 and once at 7:00 pm. Staff will be available to give information, answer questions, and discuss issues with the request. Public comments will be taken by audio recording, or by filling out and submitting a card. Comments will be accepted by phone, e-mail, and post until February 9, 2009. Once the comment period has ended, and comments have been adequately addressed, UTA will finalize the request for equivalency and submit it to the US Federal Transit Administration's administrator.

The comments from the public hearing and the meetings with the disability community, and minutes from all meetings with the CAT are included in attachment B to this letter.

The above details show how UTA has satisfied each requirement for submittal of a request for equivalent facilitation. The public has been involved in the development of this request, specifically the disabled community. Other transit entities have made application and been approved for this same modification. UTA has contacted these entities; there have not been issues or complaints on these systems to date. We hope that this request will be approved and will gladly provide any additional information that facilitates your review. Thank you for your consideration, and please let us know as soon as a determination has been made.

Sincerely,

Ralph E. Jackson,
Deputy Chief of Major
Project Development

E. Gregory Thorpe, PE
Manager of Light Rail
Engineering and Construction

AH

cc: Terry Rosapep, FTA Region 8 Administrator
Cheryl Hershey, FTA Director of Civil Rights

Attachment A: Committee on Accessible Transit: Charter, Factsheet/Application, and Membership List

CHARTER FOR (CAT) COMMITTEE ON ACCESSIBLE TRANSPORTATION UTAH TRANSIT AUTHORITY

**Amendments approved by Board of Trustees
05/05/07 (I & E Committee) May 23 Full Board R2007-05-01**

I. PURPOSE

The Utah Transit Authority ("UTA") formed the Committee on Accessible Transportation ("CAT") to offer recommendations and assistance to UTA on accessibility issues related to UTA's facilities, equipment, routes, plans, and programs. UTA intends the CAT to provide the mechanism to ensure participation of individuals with disabilities in the continued development and assessment of transit services to persons with disabilities. The objective of the CAT is to offer advice to UTA on ways to provide nondiscriminatory access to fixed route and rail service and to complementary paratransit service for people functionally not able to use the fixed route system. The CAT will provide broad representation of the disability and senior communities, as well as representation of UTA.

II. MEMBERSHIP

A. Appointment. Voting membership on the CAT is open to Individuals who represent a sector of the local disability or senior community as set forth below:

1. Voting members. Not more than twenty-one (21) members of the CAT shall be voting members, with at least two (2) voting members representing each of the following membership categories:
 - a. Blind/Visually Impaired
 - b. Deaf/Hearing Impaired
 - c. Physical Disabilities/Mobility Impaired
 - d. Cognitively/Learning Disabled
 - e. Mental Illness
 - f. Multiple Disabilities
 - g. Senior

However, if there are not enough applications submitted for individuals to represent membership openings in each category, the CAT will by majority vote determine to fill the remaining open positions with individuals qualifying under one or more of categories (a) through (g), if there are such applications submitted.

2. Non-voting members. There will be one nonvoting member representing each of the following UTA positions, business units or offices:
 - a. UTA Board of Trustees
 - b. UTA Fixed Route Operations, all business units
 - c. UTA Paratransit Operations
 - d. UTA TRAX

- e. UTA Paratransit Customer Support Administrator
- f. UTA ADA Compliance Officer
- g. UTA Legal Department
- h. UTA Secretary to the CAT

B. Subcommittees. There shall be four standing subcommittees: Executive, Planning, Public Relations, and Service. With the concurrence of the majority of the CAT members, the Executive Committee shall appoint CAT members to serve on a subcommittee. Annually, each subcommittee shall elect its own leadership to include at least a chairperson and a recorder.

C. Membership Term.

1. The term of office of voting members shall be two years, ending in June of the second year of the two-year term, or until their successors shall be appointed.
2. A voting member may not be appointed for more than two, two-year terms, or be appointed to serve more than four (4) years.
3. An appointment to fill a vacancy shall be for the unexpired portion of the current membership year (June) and shall not be considered in the calculation of the two, two-year terms under paragraph (2) of this section 11.C.

D. Applications for Membership. Before or during March of each year, the UTA staff liaison to the CAT shall cause a notice seeking applications for CAT membership to be posted on fixed-route and commuter buses, on paratransit vehicles, and on the UTA web site, and to be provided to each organization representing a segment of the disability community. CAT membership is open to individuals living in any part of UTA's service area. Applications will be provided by the UTA staff liaison on request to interested individuals. The application form will ask for the applicant's name, address, phone number, membership category represented, reasons for wanting to be on the CAT, and whether the applicant would be willing to serve as a replacement if not selected at this time. A member whose first term is ending must submit an application to be considered for a second term. Applications for membership on the CAT must be received no later than 12:00 noon on the third Monday of May to be considered for membership in the upcoming year unless otherwise designated. Applications received will be classified as private by UTA.

E. Membership Selection. The Planning Subcommittee will review the applications received, select a recommended slate of new voting members, and present its recommendation to the CAT for approval at the June meeting. The CAT may deliberate, but not vote, on the Planning Subcommittee's recommendation in closed session. A closed session may only be held on the affirmative vote of two-thirds of the voting members of the CAT who are present. Minutes of any closed session shall be recorded by the Secretary.

F. Attendance; Resignation.

1. Each CAT member is expected to attend all meetings and perform other assignments as directed by the CAT. If a member is absent from five meetings, either regular CAT meetings, subcommittee meetings or any combination thereof between July 1 and June 30, the voting CAT member shall be replaced.

2. In the event of the voluntary or involuntary resignation by a CAT member, the Planning Subcommittee shall receive and review nominations for a replacement member to serve through June of the current membership year. The individual may then apply for their own two year membership term. The Planning Subcommittee shall present a recommendation for a replacement voting member to the CAT for approval. When making a recommendation on a replacement voting member, the Planning Subcommittee shall give due consideration to, and make a reasonable effort to find a replacement in, the membership category formerly represented by the resigned member.

G. Election of Chairperson and Vice Chairperson. The Planning Subcommittee shall survey voting members in April and May for nominations for Chairperson and Vice Chairperson. Nominations shall be accepted by the Planning Subcommittee up to and including 12:00 noon on the day of the June Planning Subcommittee meeting. The names of the nominees will be set out in the agenda for the next regular CAT meeting following the appointment of the new voting members. The Chairperson and Vice Chairperson of the CAT shall be elected by secret ballot by a majority of the voting members at the July meeting. The Chairperson may not serve in that position for more than one two-year term or until his or her successor is elected to that position.

H. Appointment of Secretary. UTA shall provide a UTA Employee to act as Secretary to the CAT.

III. MEMBERS' DUTIES AND RESPONSIBILITIES

The CAT shall serve as an advisory body to the UTA Board of Trustees on matters pertaining to accessible transportation services consistent with the Americans with Disabilities Act of 1990 and its regulations and its subsequent amendments. Members shall:

A. Attend and participate in CAT meetings and accept Subcommittee assignments as requested.

B. Make recommendations for UTA policies and procedures regarding accessible transportation.

C. Review UTA proposals for accessible transportation services and provide input on factors related to accessibility qualifications of the proposals.

D. Review accessibility of the fixed route and rail services and provide suggestions for increased use of those services by persons with disabilities.

E. Review appropriate use of UTA's paratransit service and provide suggestions for increased effectiveness.

F. At UTA's request, recommend ad hoc members to study various service specifications and technical aspects of the system.

G. Promote community support for UTA's accessible transportation systems.

IV. OFFICERS' DUTIES

A. Chairperson's Duties. The Chairperson shall:

1. Preside at and facilitate all meetings of the CAT. Each meeting of the CAT will be conducted using standard parliamentary procedures, unless a 2/3 majority of the voting members of the CAT vote to suspend the rules, except that the quorum requirement of section VI.C of this Charter may not be suspended.
2. Provide input and background on agenda items.
3. Perform other duties as directed by the CAT with concurrence of UTA.

B. Vice Chairperson's Duties. Vice Chairperson shall:

1. Preside at and facilitate meetings at which the Chairperson is not present.
2. Perform other duties as directed by the CAT with concurrence of UTA.

V. BOARD OF TRUSTEES LIAISON

The Trustee appointed from time to time by the President of the Board of Trustees to represent the Board on the CAT shall routinely furnish reports to the committee of the Board of Trustees on which the Liaison serves concerning any advice offered and concerns raised by the CAT on the various matters under its consideration.

VI. MEETINGS

A. Schedule. The CAT will meet at least every other month on the second Monday of the month at the UTA Meadowbrook Offices, 3600 South 700 West, Salt Lake City, Utah, unless another date or location is otherwise agreed to by the CAT and UTA.

B. Agenda. The UTA staff liaison to the CAT will prepare and send a proposed agenda to members at least two weeks prior to the next scheduled meeting. Members may request additional items within the CAT's province be placed on the agenda up to five working days before a scheduled meeting. Revised agendas will be provided at the meeting.

C. Quorum. A majority of all voting members of the CAT must be present to constitute a quorum for the transaction of business. No business of the CAT shall be transacted except at a meeting at which a quorum is present. If less than a quorum of the CAT is present, a majority of those present may vote for adjournment.

D. Minutes. The Secretary to the CAT will prepare minutes of each meeting. A draft of the minutes will be mailed to the CAT members following the subject meeting. Corrections to the minutes will be accepted at the next meeting.

E. Format. All documents, including agendas, minutes, and handouts, provided to the CAT will be in the format requested by the individual member. Every effort will be made to have handouts provided at least three days prior to a meeting so the member has an opportunity to review them. Graphs, tables, and other pictorial depictions shall be described in a commentary conducive to the alternative formats of Braille or diskette.



COMMITTEE ON ACCESSIBLE TRANSPORTATION

Fact Sheet & Membership Application

Purpose:

Utah Transit Authority (UTA) has created a citizen advisory group called the **Committee on Accessible Transportation** or **CAT**. The purpose of the CAT is to provide an ongoing opportunity to advise UTA on accessibility issues related to facilities, service, equipment, plans and programs to assure non-discrimination for qualified people with disabilities. The CAT is established by charter under the UTA Board of Trustees.

Membership Representation:

To assure input is received from representatives of all age and disability groups as well as from residents in all UTA service areas, individuals from the following groups have been identified as important representation on the CAT:

- **Blind/visually impaired**
- **Cognitive or learning disabilities**
- **Deaf/hearing impaired**
- **Mental illness**
- **Mobility impairments or physical disabilities**
- **Multiple disabilities or combinations of disabilities**
- **Seniors (65 years & older)**

Individuals must reside in one of the following counties within the current UTA service area: **Box Elder, Weber, Davis, Salt Lake, Tooele, Utah**

Immediate Family Member Restriction: Only one family member may serve on the CAT at any given time.

Meetings:

CAT meetings will be held each month, usually on the second Monday and will last approximately 2 ½ - 3 hours. In addition, each member is required to serve on a CAT Subcommittee that will meet at least once monthly. Attendance and participation at monthly meetings is very important.

Membership Term:

If selected, membership terms start in July and end in June of the following year and runs for two consecutive years. You may re-apply for one additional two-year term. A voting CAT member may be elected to serve two terms or four years maximum.

Benefits:

CAT members receive a monthly UTA pass for the duration of active membership.

How do I apply for CAT membership?

Interested persons should complete the attached application for consideration to be selected for CAT membership. If you should need assistance completing this application or have questions, please contact Sherry Repscher, UTA staff liaison to the CAT at 801.287.3536 (voice) or dial 711 to make a relay call for deaf/hearing impaired persons. Applications are accepted throughout the calendar year and will be reviewed when openings occur. Annual terms for CAT membership begin in July, so new applications must be received by the third Monday of May. If received after this date, applicants are held in the "applicant pool" and reviewed to fill terms when openings occur during the membership year.

All printed information is available in alternate format upon request and can be found on the UTA website, www.rideuta.com

Return your completed application by email or post to:

CAT Membership
c/o UTA ADA Compliance Officer
P.O. Box 30810
3600 South 700 West
Salt Lake City, UT 84130-0810
srepscher@rideuta.com

To be considered for the 2008-09 Membership year, the completed application must be received at the office of the UTA Staff liaison to the CAT no later than 12:00 Noon on Monday, May 19, 2008



CAT MEMBERSHIP APPLICATION

(PRINT clearly and complete each section of this application)

Name: _____

Address: include street, city and zip code _____

County where I live: _____

Phone: Home _____ **Work** _____

Cell _____ **email address:** _____

Membership Category: Mark a first choice by writing #1 and a second choice by writing # 2 in the box by the disability group you feel you can best represent on the CAT (ONLY MARK 2 CHOICES)

- ☐ Cognitive/learning disabilities ☐ Mental Illness
☐ Deaf/hard of hearing ☐ Blind/visually impaired
☐ Physical/mobility disabilities
☐ Multiple disabilities ☐ Seniors - 65 years & older

I currently use UTA services? ☐ YES ☐ NO ☐ Sometimes

My experiences riding UTA include:(mark all that you use)

☐ Fixed Route ☐ TRAX ☐ Paratransit ☐ Other _____

Tell us about yourself.

In your opinion, what is the best thing about UTA and what is something that needs to be improved or changed.

Explain why you want to serve as a member of the CAT

Signature

Date

The CAT Planning Subcommittee will contact you for a brief interview as part of the application process.

OFFICIAL UTA USE:

Date received: _____

Former CAT member/when served: _____

Family member serving on the CAT: _____

Phone interview conducted _____

Action taken by Planning Subcommittee: _____

If not selected, put in applicant pool. ☐ Yes ☐ No

Edit 02/08

2008-09 CAT Membership
(Committee on Accessible Transportation)

VOTING MEMBERS

Cindi Vega, Chairperson

John Decker, Vice Chairperson

Mickey Adelhardt

Sandi Archuleta

Vickie Brenchley

Shauna Clausen

Todd Claflin

Stevie Edwards

Grace Goff

Jenn Gonnely

Dean Zisumbo

Mark Miller

Pamela Knott

Laura Litnak

Donald McCrory

Carole Peck

Diane Rokich

Troy Roper

Eleanor Shontell

Thomas House

NON-VOTING MEMBERS

Michael E. Romero, UTA Board of Trustees

Joyce Wall, UTA Paratransit Services

Kathy Farnsworth, UTA Paratransit Customer Concerns

Jennifer Kohler (Michelle Larsen), UTA Legal

Grace Torres, UTA Fixed Route Bus Services

Steve Beverley, UTA Light Rail Services

Susan Duffy, UTA FrontRunner

SuzAnn Hedberg, CAT Secretary, UTA Civil Rights

Staff Liaison to the CAT and UTA ADA Compliance

Officer: Sherry Repscher

Membership by disability category is available to FTA upon request and on a confidential and as needed basis.

CAT Subcommittee Assignment 2008-09

PLANNING SUBCOMMITTEE

<u>Name</u>	<u>Phone / Cell</u>
Donald McCrory	(801) 567-0374 / 673-1439
Todd Claflin	(801) 466-7373 / 467-7373
Jenn Connelly	(801) 252-7323
Tom House	(801) 771-8235 678-1653 (leave message)
Pamela Knott	(801) 596-7286
Mark Miller	(801) 250-6499 / 347-7516
Diane Rokich	(801) 859-6481

UTA Staff to the CAT/Subcommittee:

Sherry Repscher (801) 287-3536 / 560-2748

Subcommittee Meeting Information

Fourth Monday each month

12:30 - 2:30

Attachment B: Meeting and Comment Details

August 30, 2007 Ad Hoc CAT Committee Meeting

Meeting notes from the Ad Hoc CAT Committee meeting on Thursday August 30, 2007, at UTA.

There were four CAT Committee members (Cindi Vega, CAT Chairperson; John Decker, CAT Vice Chair; Don McCrory, CAT Planning Subcommittee Chair; and Joseph Johnson, CAT Public Relations Subcommittee Vice Chair) and two from the community (Mark Smith, Access Utah and Barbara Toomer, DRAC/Disability Rights and ADAPT). Steve Beverly was in attendance representing UTA Rail Services along with representatives for UTA Capital Development: Mike Robertson, GJ LaBonty, Randy Lamoreaux, and Greg Thorpe. Also Sherry Repscher, UTA ADA Compliance Officer attended. The types of transit each committee member uses is as follows:

- * Cindi uses paratransit and some TRAX
- * John uses fixed-route bus and TRAX, rarely paratransit
- * Don uses bus and TRAX
- * Joseph uses all but paratransit
- * Mark uses bus and TRAX
- * Barbara uses bus and TRAX

UTA Capital Development staff explained the purpose of the meeting was to (1) explain the new line extensions, (2) the plan to buy new low-floor vehicles, (3) present two scenarios that would come closest to complying with the new ADAAG/DOT rules, and (4) get input from the group.

Copies of the maps were passed out. They all understood the two scenarios (pure and mixed consists). The discussion was very good and a lot of input was received. The presentation was presented in an unbiased fashion so that impartial comments could be received on both options. In the end a request was made for each to indicate their preference as to the two scenarios. Mark and Cindi were the most outspoken. Mark (who is in a wheelchair and said that allowing the high blocks was his biggest mistake of the 20 he has made in his life) said he preferred the mixed car consist scenario as he did not feel that Operations could always ensure that the trains would arrive on time or that the first car with the high block would have room for him and that invariably this was always the case when it was 101 degrees outside or snow was blowing in his face. Cindi (who is blind and assisted by a seeing eye dog) first said it was a hard decision to make but preferred the high block because she knew where to go stand and that someone would be there to help her load. She later changed her mind to undecided as the scenarios continued to be discussed in relation to the platform level boarding and when it was discussed in more detail how the car ramps would work and that detectable tiles could be installed on the platforms with different markings that would allow seeing disabled passengers to determine where the train cars would be spotted and operators could open the doors.

The others had to be coaxed a bit to provide a preference, but John and Don said they preferred the mixed consist option as did Joseph with some reservations on the ramp slope of 1 in 6. John uses a walker and Don and Joseph use wheelchairs. When the slope was explained in more detail to Joseph he said that he felt more comfortable with it and that it was probably not an issue. Barbara declined to indicate a preference but said that FTA would have a say in determining the preference.

Steve Beverly presented the view for Operations in that the train will always be there when it is supposed to be there and that the pure car consists would be the most reliable day to day. He stated that if the schedule says the next train is a high floor to Draper at 8:15 then it will be there at 8:15. Mark did not feel that UTA could guarantee that commitment and that more likely that was not the case, especially when trains start running at an average of 5 or less minute headways. Barbara suggested that the train announcements could be augmented to indicate what the next train was (high- or low-floor to XX destination) when it announced visually and audibly the projected arrival time of the next train. Steve also presented the problems with coupling trains today and how much harder it would be in the future when he has 4 different types of cars to hook up like an SD 100, SD 160, and two new low floors. It was clarified that with the mixed consist that he would have only one high floor and one, two, or three low-floor cars per consist except for possibly on West Valley line which could have two high-floor cars with one low floor.

All in all the information and options rendered were very helpful with an apparent preference toward the mixed consist. It was indicated that a follow-up meeting with the whole CAT Committee would occur after discussions with FTA were progressed.

October 12, 2007 Ad Hoc Committee Meeting

Meeting with CAT Ad Hoc Committee—Recommendation update for new light rail ADA accessibility options at UTA for new stations and low-floor vehicles

October 12, 2007, 12:30 to 2:30 pm

The meeting was scheduled by Sherry Repscher to provide an update to the Committee. All prior CAT Committee members and other community representatives from the August 30 meeting were in attendance except for John Decker.

The meeting was very informal and was meant to give the Committee an update of what information we had obtained and the analysis completed since the last meeting. The informal agenda was:

1. Review the discussions from the last meeting on August 30 and conclusions reached
2. Discussion of the expanded range of train routing options being evaluated, and specifically options 3a, 3b, 4, and 5

3. Discussion of the criteria we are evaluating including:

- Platform freight clearance issues
- Vehicle ramp bridge plates
- Consistent instruction set for boarding versus by schedule
- Consistent versus variable platform heights
- Mixed (high & low floors in same train) versus pure (all high- or all low-floor trains) vehicle consists
- Fleet operational issues

Sherry Repscher reviewed the discussion from last August 30 meeting and what the group consensus was for a mixed fleet but there was some concern with the ramp slope being too steep.

Mike Robertson presented the platform clearance issue and explained that UPRR will not support or grant an exception for any exception to their minimum clearance requirements and especially a request for a 14" high platform set at 4'-6 ¾" from the centerline of track. The 4'-6 ¾" matches our current 8" high platform horizontal location. Their locomotive drawing for a minimum 6" clearance for unrestricted movement shows that the dynamic clearance they require at a 14" platform is 5'-10". The 6" clearance outline is offset from the Freight Locomotive AAR Plate "L." This would leave over a 16" horizontal gap requiring a bridge plate at the door entrance. It would also introduce an safety issue along the rest of the vehicle with that large of a gap. The clearance drawing shows a 5'-4" horizontal offset from track centerline for a standard 8" Amtrak/UP station platform. It was felt that they might accept our 4'-6 ¾" offset for an 8" platform or as an alternative the use of the flexible fingers to fill the horizontal gap that Long Island Railroad is reported to be using. However, we have not run the flexible fingers idea to a conclusion that it will work for the Railroad, meet our platform needs, or work in the Utah climate. UPRR definitely indicated it would not allow the use of "flip-up" platform edges because of the liability issue for passengers being injured or stations being destroyed if for some reason the edges were not moved out of the way.

Next Mike Grodner presented some PowerPoint slides showing the vehicle ramps being used in Portland and San Diego. The Portland platforms are 10" high with 15" vehicle floors. The ramps extend about 14" outside the vehicle and also include a 1" slope in the vehicle floor for about 17" inside the vehicle. Passengers cannot stand on the ramp area inside the vehicle or it will not operate. The door threshold is at 13.82" above TOR. The ramp slope is 9.6 degrees (6 horizontal to 1 vertical). There are two buttons at the doors, one to open the door and one to request the ramp and open the door. If the ramp is requested the doors remain closed until the ramp is deployed and then they open. The ramp landing area has had a small area of the tactile tile ADA bumps removed so that the ramp plate will not bind up or damage itself or the bumps.

The San Diego vehicle is the S70 and similar to the low floor vehicles UTA is considering. San Diego has an 8" high platform and 15" high vehicle floor, but without automatic load leveling. At 50 percent passenger load the floor is at 14" and the threshold

is about 13" as about 1" of slope occurs in 12" of the vehicle floor. The edge of vehicle is about 3" from the platform edge. The ramp extends about 24" outside the vehicle at an 8.6 degree angle or about 6.6:1 slope. It lands on a smooth area of tactile tile similar to Portland. The operation of the ramp and door are also similar to Portland and meets ADA requirements for ramps.

We discussed with the CAT Ad Hoc Committee if they would rather have a consistent instruction set for loading so that they always loaded in the same location by the same means (with a mixed consist of high and low-floor vehicles) or if they preferred to know what the next train would be (all high-floor or all low-floor vehicles) and thus need to know where to go on the platform to load, either the high block or the platform with everyone else. The mixed consist would have a high floor at the lead or end of the train but the second and third vehicles would be low floors until 2030 when the fleet of high floors would be retired and all consists would be low-floor vehicles.

Damon and Jeff presented the problems that were going to be encountered with Rail Operations not being able to guarantee that the new low-floor vehicles would be able to be mixed with the current high-floor vehicles and thus operational reliability would be an issue. They also discussed the problem with cutting cars in the middle of the day and that this would mean that the consist makeup would change throughout the day.

The Committee debated the pros and cons of each option and in the end concluded that the best was a consistent instruction set and a consistent platform height throughout the system, even if this meant 8" platforms heights everywhere with ramps. Some expressed that they especially liked the ability to load from the platform and not the high block and thus the mixed consist of high- and low-floor vehicles was preferred.

In closing it was felt that within two weeks we would be submitting our recommendation to FTA and the that next meeting with the CAT Ad Hoc Committee would be after FTA comes back with comments.



CAT PLANNING SUBCOMMITTEE AGENDA

Thursday, October 30, 2008 12:30 – 2:30 PM

GM Conference Room, Meadowbrook

A. Welcome and Introductions

Don McCrory, Chairperson

B. Review agenda

C. Approve minutes from September Meeting

D. CAT attendance & membership - Sherry

1:00 PM – Time Certain on Agenda

E. Build a Bus - review securement system on Paratransit vehicles, includes Operator training - Joyce Wall, Don Stanger and Felix Montanez

F. Other Business

2 PM – Alma Haskell

New low floor train ramp design issues

Rear facing area on future UTA buses

G. Updates

Route 39 & 35 proposal

Route 33 detour removed

Public hearing tonight: tactile warning strip

Additional community meeting set for Monday,

Nov. 3 2- 3PM at Blind Center

H. Next meeting: November 24

CAT PLANNING SUBCOMMITTEE MINUTES (applicable sections only)
Thursday, October 30, 2008 12:30 - 2:30 PM
Meadowbrook Conference Room

1. Attendance

- a. Don McCrory, Chairperson
- b. Todd Claflin, Vice Chair
- c. Jenn Gonnely, Recorder
- d. Diane Rokich
- e. Sherry Repscher
- f. Mark Miller
- g. Pamela Knott – Phone
- h. Felix Montanez
- i. Joyce Wall
- j. Lindsey Whittaker
- k. Tom House – Absent
- l. Alma Haskell, Capital Development

6. Alma Haskell

- a. Lower floor rail ramp design issue
 - I. ADA requires that there is a 2 inch barrier on either side of the ramp
 - II. Space available for the deployable ramp in lower floor trail does not allow for the 2 inch barrier
 - III. A request was made for guide strips of some sort on the inside of the train to allow better alignment of wheelchairs
 - IV. Is there any available bevel that can be added to the side of the ramp?
 - V. Add an audible announcement from the outside of the train while the ramp is deploying. With voice instruction as well as beeping.
 - VI. Don asked if the button on the train would flash as the ramp is deploying.
 - VII. Inform the public by signage and audible announcements that preferential boarding be allowed for people with disabilities.



CAT PLANNING SUBCOMMITTEE AGENDA
Thursday, November 24, 2008 12:30 – 2:30 PM
GM Conference Room, Meadowbrook

- A. Welcome and Introductions**
Don McCrory, Chairperson
- B. Review agenda**
- C. Approve minutes from October Meeting**
- D. CAT attendance issues - Sherry**
- E. Ramp design for new low floor trains**
Alma Haskell

Review access features
- F. Review CAT membership application**
and selection process
- G. Other business**
- H. Next subcommittee meeting:**
NO MEETING IN DECEMBER
12:30 – 2:30, Monday, January 26th, 2009

Full CAT Monday, December 8th

CAT PLANNING SUBCOMMITTEE MINUTES (applicable sections only)
Thursday, November 24, 2008 12:30 - 2:30 PM
Meadowbrook Conference Room

1. Attendance

- a. Don McCrory, Chairperson
- b. Todd Claflin, Vice Chair
- c. Jenn Gonnely, Recorder
- d. Diane Rokich
- e. Sherry Repscher
- f. Mark Miller – Phone
- g. Pamela Knott – Phone

5. Ramp design for new low floor trains

- a. Alma Haskell in attendance.
- b. Wear strip can not be made higher to make it more noticeable to those with canes.
- c. Tom asked what the difference in depth is from the train to the platform. Alma clarified that it is 5 inches.
- d. There is about 3 inches from platform to the train.
- e. There was a discussion about there whether or not the ramp could be re-engineered to be a flip out ramp rather than the current design for a slide out ramp.
- f. The texture of the ramp was also discussed.
- g. Mark noted his concern about the width of the ramp.
- h. Mark made a motion that a recommendation be made to the full CAT that the ramp be maximized in width to fill as much of the door as possible to fill current gaps.
 - i. Todd seconded the motion
 - ii. Motion carried
- i. Jenn asked if there could be a difference in the texture on the edge of the ramp that could be perceptible with a cane.
- j. Jenn made a motion that a recommendation be made to the full CAT that a minimum of 2 inches and a maximum of 3 inches of the edge be a distinctly different texture and color than the full portion of the ramp.
 - i. Tom and Mark seconded
 - ii. Motion carried
- k. Sherry asked if there could be additional signage regarding people with disabilities using the ramps
- l. Sherry showed a video showing lights on the buttons of the Charlotte, NC trains.
- m. Diane made a motion a recommendation be made to the full CAT that the yellow strips on the inside of the train outline the actual width of the ramp on the exterior of the train
 - i. Jenn seconded the motion
 - ii. Motion carried

Notes and comments received from the January 29th, 2009 informational meeting and the February 3rd, 2009 public hearing will be included. Comments on the request for equivalent facilitation document will also be included.